



Tennessee Wing Civil Air Patrol  
Auxiliary of United States Air Force  
P.O. Box 9720  
Knoxville, Tennessee 37940

Tennessee Wing Supplement 1  
CAPR 66-1  
1 October, 2005

**MAINTENANCE OF TENNESSEE WING CORPORATE AIRCRAFT  
CIVIL AIR PATROL AIRCRAFT MAINTENANCE MANAGEMENT**

CAPR 66-1, February 2000 with Change 1, 12 January 2001 and Emergency Change 2, 27 May 2005 is supplemented as follows:

1-2, (d) ADDED: Maintenance shall be accomplished at shops which are insured or bonded for work completed on corporate aircraft. Only exceptions:

- a. if aircraft is grounded at place where it is confirmed there are no insured shops available
- b. if discrepancy is minor and a member of the aircrew is able and willing (compliance with applicable FAR's) to perform repairs only after approval from Tennessee Wing Commander or his designated representative. Such repair will have to be noted in aircraft maintenance logs as soon as practicable. Any repairs can make the repairperson culpable in subsequent legal matters.

4 a Tennessee Wing operates under a Centralized Maintenance Program, (CMP). The wing commander has overall responsibility for the CMP. Tennessee Wing Director of Aircraft Maintenance, (AMO) implements the CMP through the Wing Commander's delegation of authority, and upon his behalf. The Tennessee Wing Maintenance Director will report directly to Tennessee Wing command authority, normally through Tennessee Wing Vice-Commander. Tennessee Wing AMO directs this program through subordinate unit staff members, (Unit Commanders, Operations Officers, and Maintenance Officers).

4 b. Tennessee Wing AMO will determine, (with approval of Tennessee Wing command officers), primary sources of supply parts as appropriate. Only Wing Commander or the AMO may authorize payment for aircraft parts or repairs. Tennessee Wing AMO will issue to each subordinate unit staff member, (who will be assigned an aircraft stationed in their respective areas), an authorization number which is assigned to each repair or modification request. With authorization number, unit staff member will monitor repairs and upon completion receive repair invoice to inspect (only requested labor/parts are to be approved) and if invoice appears to be as requested will forward said invoice to AMO for approval. AMO approved invoices will be forwarded to Tennessee Wing HQ for processing. If needed repairs are covered by CAPNHQ/LGM, the AMO will complete a Major Repair Request in advance of any work to be done, obtain a control number, and see that required labor/parts are directed to the correct facility. Upon completion of approved work, AMO will forward appropriate invoices to CAPNHQ/LGM for approval.

If a corporate aircraft is outside of its normally stationed Group, and maintenance is required, the PIC must first contact his unit staff maintenance officer who will then contact the AMO. Repairs should be accomplished in concert with the unit staff MO of the area where the aircraft is located.

4 c. ADDED. All maintenance flights will be approved by Tennessee Wing Commander, Director of Operations, or AMO BEFORE flight can be done. Approved flights will be accomplished with flight code B-8-A. This flight code is approved by CAPNHQ/DOV. Previously used flight code B-8 is split with approved flights to conferences/meetings as code B-8-B.

5. ADDED. Each Tennessee Wing corporate aircraft will have a standardized flight log book containing appropriate sections devoted to aircraft maintenance records, in which to record airframe, engine, avionics (as required), inspection intervals. This flight logbook shall not be changed or altered in content or order unless approved by Tennessee Wing Commander or AMO. Every PIC shall, as part of their preflight inspection, review this flight log book for applicable entries - especially required maintenance intervals, repair discrepancies, and VOR log entries. Discrepancies will be noted, signed by PIC, dated, and responsible unit member will be notified of the problem.

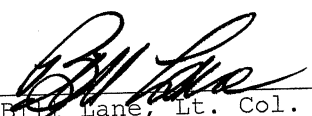
5 b ADDED. Pilot's Operating Handbook shall remain in the aircraft at all times. Removal of POH GROUNDS the airplane immediately and is not airworthy according to applicable FAR's. If the POH is removed and not replaced, the offending person (if they can be found) or the offending unit will be assessed replacement cost of serialized POH from the aircraft manufacturer.


8 f. ADDED. Each unit staff member assigned as MO for an aircraft will conduct maintenance interval inspections using CAPF 71. Quarterly inspection intervals are highly recommended. Note all placards are displayed, VOR checks made (monthly), maintenance logs are up to date.

9. ADDED. All CAP corporate aircraft are to be washed at least twice per year with at least one cleaning session to include waxing the outside surfaces. Interiors are to be kept clean with each using member to remove any and all non-CAP items from the interior.

ADDENDUM:

Effective 1 October 2005, flight charges for CAP member proficiency in Cessna 182 aircraft will be \$85.00 per hour until further notice. CAP member flying in all Cessna 172 aircraft will be \$70.00 per hour until further notice. For all other flying charges refer to CAPR 173-3 Attachment 1.

  
Bill Lane, Lt. Col. CAP  
TN Wing Vice-Commander

  
James M. Rushing, Col. CAP  
TN Wing Commander

Supersedes: All previous Tennessee Wing Supplements to CAPR 66-1